



PROJECT QUICK FACTS

Project Details

- * Will upgrade 6.8 miles of I-85 in Davidson and Rowan counties, including widening from four to eight lanes, realigning the roadway to eliminate sharp curves and improving interchanges.

Will replace three major deteriorating bridges over the Yadkin River, including the one on I-85, to improve mobility and safety.

- * Will also complete rail improvements in vicinity of I-85 to increase track speed by 45 percent and accommodate future rail needs, including the implementation of high-speed rail and the addition of new freight tracks.

- * Estimated project cost is more than \$300 million. Expected to take three years to complete under two design-build contracts.

- * Has potential to create or sustain more than 7,000 jobs. Both Rowan and Davidson counties qualify as economically distressed areas under the Public Works and Economic Development Act of 1965.

I-85

I-85 is the most direct and heavily traveled route between Richmond and Atlanta.

- * The 6.8-mile stretch of I-85 included in the project currently carries nearly 70,000 vehicles per day.
- * Daily traffic counts are projected to increase to 144,000 by 2030.
- * Commercial trucks represent about 26 percent of the traffic along this stretch.
- * The total crash rate for this stretch of I-85 is about 77 percent higher than the average crash rate for comparable roadways across the state while the fatal crash rate is 80 percent higher. The goal of this project is to reduce both crash rates by 75 percent.
- * I-85 has already been widened north and south of the proposed improvement project. Widening and improving this stretch will alleviate bottlenecks that occur between adjoining sections and improve traffic flow along the entire corridor.

Yadkin River Bridge

- * Constructed in 1955 on I-85 at the Rowan/Davidson County line.

- * Only interstate crossing of Yadkin River between Charlotte and Greensboro.

- * Has sufficiency rating of 33.9 on a 100-point scale.

- * Rated in poor condition and classified as structurally deficient (having elements that need to be monitored and/or repaired) and functionally obsolete (outdated in design).

Has remained in operation due to ongoing maintenance work, but if not replaced in the near future, a multi-million dollar rehabilitation would be required to keep it open to traffic.

- * Closing the bridge would impact mobility, disrupt interstate commerce, impair emergency response and inhibit regional economic development.